



Complete, Livable Neighborhoods

Strategy One

Engage jurisdictions in the region in a coordinated planning effort to develop a regional land use and climate performance strategy (regional strategy).

Strategy Two

Accommodate growth in existing and new areas so as to structure the city around a network of centers and corridors that position dwellings within ¼ mile of an activity center or transit corridor (local strategy).

Strategy Three

Accommodate levels of mixed use and density that support convenient transit, walkability, jobs, recreation, civic spaces, a sense of community, and housing diversity in the city's neighborhoods (local strategy).

Strategy Four

Accommodate different housing options in existing and new neighborhoods, communities and activity centers (local strategy).

Today, many communities are designed in such a way that residents are living farther from places of work, school and services, fostering an ever-increasing dependence on motor vehicles. Such community design results in rising levels of pollution (including greenhouse gases) associated with higher rates of car travel.

Land use patterns shape transportation type and performance, and predicts required travel for such quality of life issues as raising a family, getting to school, commuting to work, operating a business, participating in community activities and aging in place.

Land use and land use policies will facilitate the entire City development and redevelopment into a viable network of transit-oriented, mixed-use and mixed-density, complete urban centers composed of livable neighborhoods.

Benefits to creating complete, livable neighborhoods are:

- Greater reduction of vehicle transportation needs and associated emissions.
- Reduced cost to taxpayers for providing infrastructure.
- More efficient infrastructure, especially alternative renewable energy infrastructure.
- Wider range of housing options that support all ages.
- Greater support for economically viable transit systems and alternative modes of transportation.
- Greater connectivity and support for neighborhood businesses as well as a local economy based on the critical density of shoppers and workers.
- Healthier residents and youth with more walking and bicycling options.

Our framework for recommended land use strategies to meet climate change goals

Centers and corridors (C&C) Create an organic structure of centers and corridors of urban density and commercial uses that knit together all neighborhoods in the City along major routes while preserving individual neighborhood character.

Density: Where appropriate, establish densities that support convenient transit and efficient district heating systems.

Mixed uses: Create a diversity in scope of uses that provides the creation of opportunities for living, working, shopping, playing and learning within the City's many neighborhood centers.

Urban centers: Create a grid of urban centers across the entire City along major corridors in between quieter residential neighborhoods.

Housing diversity: Promote greater choice of housing, offering a rich array of secondary dwelling units (such as suites, in-law apartments and coach houses) as gentle methods for bringing densities up to transit-supportive levels in existing neighborhoods. Housing diversity allows families to support wider range of ages around their home and diversity encourages affordability.



Complete, livable neighborhoods have a number of characteristics that support the goals of reducing resource use as well as contributing to the reduction of greenhouse gas emissions:

- Conservation of land, with sufficient density to support transit services and local business in designated centers and corridors.
- The inclusion of a mixture of high-density housing combined with workplaces, services and schools where appropriate in community activity centers and corridors.
- A range of housing choices that suit all types and sizes of households and incomes.
- An environment that promotes physical and mental health, is safe and offers a range of social inclusion.
- The integration with parks, playgrounds, plazas and greenways. Water-conserving trees and vegetation are a part of the design of the neighborhood and its housing, with xeric and vegetable gardens, courtyards, terraces and green roofs.
- Support multi-modal living through well-connected sustainable transportation modes such as walking, cycling and public transit.
- Use fewer natural resources, less energy and generate less waste.

The city's land-use patterns and policies can be the catalyst for facilitating the process of creating complete, livable neighborhoods that meet the diverse and unique needs of Albuquerque's rich and varied cultures. Furthermore, local government, residents and businesses can all benefit from the land use patterns and policies that not only encourage livable neighborhoods but also protect the open spaces and urban forest resources.

What is "aging in place"?

Aging in place is a movement that supports the ability to live in one's own home for as long as confidently and comfortably possible. For more information, refer to <http://www.naipc.org>.

(Source: <http://www.aipathome.com>)

1. Engage regional jurisdictions in a coordinated planning effort to develop a regional land-use and climate performance strategy (regional strategy).

- Recommend to the State that it encourage contiguous jurisdictions to collaborate to implement transit-oriented development along the New Mexico Rail Runner Express (Rail Runner) corridor in order to reduce traffic and air pollution by increasing ridership.
- Ask the Governor and the state legislature to appropriate capital dollars to facilitate transit-oriented development along the Rail Runner corridor stations.
- Encourage the City's elected officials to direct the Planning Department to facilitate transit-oriented development through planning and zoning activities.
- Develop local public transit plans to connect Rail Runner stations to strategic locations within the metropolitan area.
- Develop an Internet-based car pooling portal on the City's website in order to match interested drivers and riders.
- Use existing parking lots adjacent to transit routes for car poolers.



Strategy Two Goals

- 65% of dwellings by 2012
- 75% of dwellings by 2020
- 85% of dwellings by 2030

What are Form-Based Zones?

Form Based Zones is City legislation (O-08-58) that was passed by City Council in April 2009. The legislation is intended to redress the gap that exists between present development patterns and our community's aspirations as expressed in the City/County Comprehensive Plan and the Planned Growth Strategy.

One cause of this inconsistency is that Comprehensive Plan policies have not been adequately translated into changes in the structure of City law, regulations, procedures and financial charges. Albuquerque enacted its Zoning Code in 1959 without the guidance of a comprehensive plan. The Comprehensive Plan was adopted between 1964 and 1972.

Source: <http://www.cabq.gov/council/completed-reports-and-studies/form-based-code>.

2. Accommodate growth in existing and new areas to structure the City around a network of centers and corridors that position dwellings within one quarter of a mile of an activity center or transit corridor (local strategy).

According to the City of Albuquerque's Geographic Information Systems data for 2008, 56% of Albuquerque's housing units are currently located within ¼ mile of centers and corridors. Our goal is to increase these density figures so that 65% of dwellings are located within ¼ mile of centers and corridors by 2012, 75% by 2020 and 85% by 2030.

- Review and evaluate the City's Centers and Corridors map to ensure that designated centers and corridors will achieve the desired densities along key transit corridors to meet the climate change targets; implement the revised Centers and Corridors plan.
- Immediately pursue the planning and development of several of these villages as pilot projects.
- Provide incentives to implement form-based zones, Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) and green development in general.
- Extend the form-based zone work the City has developed extensively to support appropriate development at minimum densities.
- Provide incentives for high-density residential development in activity centers and along transit corridors.

3. Accommodate levels of mixed use and density that support convenient transit, walkability, jobs, recreation, civic spaces, a sense of community and housing diversity in the City's neighborhoods (local strategy).

Develop planning guidelines for density and mixed uses in centers and corridors to ensure the densities in these areas support convenient transit and provide a wide range of job opportunities and amenities. Actions include:

- Implement a city-wide analysis to assess zoning alignments with the City's Centers and Corridors plan and transit corridors, rather than the separate sector plan process that is currently used.
- Evaluate current ordinances, regulations, the Centers and Corridors plan and master and sector plans against LEED-ND criteria. Reassess and amend zoning and master plans to coordinate with future LEED-ND development projects.
- Establish minimum transit supportive density requirements within all centers and corridors.
- Incorporate and promote the use of existing programs and documents, including the City's Planned Growth Strategy, Centers and Corridors plan, Great Streets initiative and the City's Comprehensive Plan.



- Deploy widespread public outreach efforts about the quality of life value of the diversity and choice opportunities inherent in mixed-use, mixed-density, planned growth strategies, centers and corridors and smart growth principals.
- Establish a maximum walking distance radius for children to walk to school, helping to create a sense of community (Safe Routes to School program).
- Implement the Form-Based Zones legislation.
- Develop fast-track processes and other incentives for Form-Based Zone applications.
- Require coordination and communication among key City departments (including the Department of Municipal Development, the Capital Improvement Program the Department of Planning), in planning efforts to meet sustainability goals such as the Planned Growth Strategy and the Centers and Corridors plan.
- Prior to submitting an application, require developers to meet with the City's Planning department regarding the City's Planned Growth Strategy, Centers and Corridors plan and Form-Based Zones legislation.
- Explore options for providing outdoor public space and other public amenities in activity centers and along transit corridors to promote a healthy lifestyle.

4. Accommodate different housing options in existing and new neighborhoods, communities and activity centers (local strategy).

- Research successful examples of secondary housing from other cities.
- Consult with the community on housing issues and needs via home owners associations, neighborhood associations, and the Office of Neighborhood Coordination.
- Consult with Albuquerque real estate associations, chambers of commerce, industry and other governmental bodies.
- Refine existing city zoning, bylaws and policies to support infill housing and housing diversity including aging in place, affordable dwellings and affordable green dwellings.
- Fund and deploy widespread public information efforts to various targets including homeowners, developers, neighborhood associations and homeowners associations to minimize the misinformation and faulty perceptions of various aspects surrounding complete, livable neighborhoods.
- Rather than solely emphasizing density and numerical data, ensure that the visual character, quality and architecture of developments and redevelopments are equally emphasized.

TIFs and TIDDs are two of many tools available to the City for addressing infrastructure needs.

What is a TIF?

Tax Increment Financing (TIF), is a financing method that uses the additional taxes generated by a completed development to pay for development costs such as land acquisition and site improvements. The difference between taxes before the development occurs and after its completion is referred to as the 'increment'.

What is a TIDD?

Tax Increment Development Districts (TIDDs) are districts that are formed for the purposes of carrying out tax increment projects.

(Source: *Tax Increment Development Districts (TIDDs) Information Memo*, available at: cabq.gov/council/documents/tidds/tidd_info_memo.pdf)